

5.H SOCIAL AND COMMUNITY RESOURCES

This section discusses the existing conditions for social and community resources that may be affected by the proposed action at Fort Lauderdale-Hollywood International Airport (FLL). The factors to be considered include: socioeconomic impacts, environmental justice, children's environmental health and safety risk, secondary (induced) impacts, light emissions, natural resources and energy supply, and construction impacts.

FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, Appendix A, Section 16, provides the guidance in the following sections regarding potential socioeconomic impacts, environmental justice concerns, and children's environmental health and safety risks of a proposed action:

SOCIOECONOMIC IMPACTS

Factors to be considered in determining impacts in this category include, but are not limited to the following:

- Extensive relocation of residents without the availability of sufficient replacement housing;
- Extensive relocation of community businesses that would create severe economic hardship for the affected communities;
- Disruptions of local traffic patterns that would substantially reduce the levels of service of the roads serving the airport and its surrounding communities; and
- A substantial loss in community tax base.

ENVIRONMENTAL JUSTICE

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, requires all Federal agencies to identify and address disproportionate and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Executive Order also directs Federal agencies to incorporate environmental justice into their overall missions by conducting their programs and activities in a manner that provides minority and low-income populations an opportunity to participate in agency programs and activities.

Executive Order 12898 relates to requirements in Title VI of the Civil Rights Act of 1964 (Title VI), the National Environmental Policy Act (NEPA), the Uniform Relocation Assistance and Real Property Acquisition Act (49 CFR Part 24), and other applicable statutes and regulations. Title VI of the Civil Rights Act of 1964 provides that no person will, on the grounds of race, color, religion, sex, national origin, marital status, disability, or family composition, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, state, or local government. Title VIII of the 1968 Civil Rights Act guarantees each person equal opportunity in housing.

U.S. Department of Transportation (USDOT) Order 5610.2, *Environmental Justice in Minority Populations and Low-Income Populations*, was issued to implement Executive Order 12898.

As noted in FAA Order 1050.1E, Appendix A, Section 16, if an impact would affect low income or minority populations at a disproportionately higher level than it would other population segments, an environmental justice issue is likely. In such cases, the Environmental Impact Statement (EIS) would:

- Include demographic information about the affected populations;
- Include information about the population(s) that have an established use for the significantly affected resource, or to whom that resource is important (i.e., subsistence fishing);
- Provide results of analysis to determine if a low-income or minority population using that resource sustains more of the impact than any other population segments;
- Identify disproportionately affected low-income and minority populations;
- Discuss alternatives that would reduce the effect on those populations; and
- Describe possible mitigation to reduce the effect on the disproportionately affected low-income and minority populations.

In cases where a significant impact is found, but it is determined that mitigation would reduce that impact below the applicable significance threshold, the EIS should describe how mitigation would reduce the impact to less than significant, and verify that the proposed action would not result in disproportionately high and adverse effects on low-income and minority populations.

CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Pursuant to Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, Federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children.

FAA Order 1050.1E, Appendix A, Section 16 states that an EIS should identify and assess environmental health risks and safety risks that could disproportionately affect children as a result of the proposed action. Environmental health risks and safety risks include risks to health or to safety that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products they might use or be exposed to. The Task Force on Environmental Health Risks and Safety Risks to Children created by the Executive Order 13045 may develop guidance and recommendations useful for evaluating actions with the potential to disproportionately affect children.

SECONDARY (INDUCED) IMPACTS

FAA Order 1050.1E, Appendix A, Section 15, *Secondary (Induced) Impacts*, states that shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity, to the extent influenced by major airport development proposals, often involve the potential for induced or secondary impacts on surrounding communities. When such potential exists with a proposed action, the EIS should describe such factors in general terms. The EIS includes an analysis of secondary impacts in the areas of surface transportation, employment, and regional economic impacts.

LIGHT EMISSIONS AND VISUAL IMPACTS; NATURAL RESOURCES AND ENERGY SUPPLY; CONSTRUCTION IMPACTS

Proposed airport actions may also affect community resources in other ways. FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, Appendix A, Section 12, *Light Emissions and Visual Impacts*; Section 13, *Natural Resources and Energy Supply*; and Section 5, *Construction Impacts*, provides guidance for assessing these types of potential effects. This section of the EIS discusses light emissions and visual impacts, natural resources and energy supply, and temporary construction impacts.

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